

SR 104, Hood Canal Bridge Retrofit and East Half Replacement

WSDOT is committed to maintaining the vital link between the Olympic Peninsula and the Central Puget Sound region by replacing the aging east half floating portion of the Hood Canal Bridge while minimizing impacts to the users of the bridge and surrounding communities through the duration of the construction project. The bridge will remain open during most phases of the 3-1/2 year construction project, but there will be an 8-week closure to install the new east half floating structure.

Why is WSDOT replacing the bridge?

The eastern half of the Hood Canal Bridge is nearing the end of its structural service life and will not be reliable after 2007. Repairs would not significantly extend the life of the bridge and rebuilding is more cost effective.

The end result

When finished the Hood Canal Bridge will have a new wider east half floating section, new approach sections and transition trusses on the east and west ends. In addition, the west half will be widened to allow for continuous 8-foot shoulders across the entire length of the bridge--matching the new east half.

Installation of Pontoons in 1980's



What are the project timelines?

The Washington Transportation Commission approved funding for design of the east-half bridge replacement in November 1997. Work on the bridge construction plans started in December of 1997. A committee made up of

East Half Approach and Transition Span



West Half Approach and Transition Span



Project Facts

- Replaces the east half floating portion of the bridge.
- Replaces the east and west approach spans.
- Replaces the east and west transition truss spans.
- Cost: \$205 Million
- Final configuration will provide 8-foot continuous shoulders across the entire length of the bridge to allow for breakdowns, bridge maintenance, and allow bicycle/pedestrian safe passage.
- Overall Bridge Length = 7,869 feet
- Depth of water below floating pontoon = 80 to 340 feet
- The anchors holding the bridge in place are 685 to 1,875 tons a piece and are attached to the bridge by 3-inch cables.

local government and community representatives began developing a closure mitigation plan in 1999. Construction of the pontoons is scheduled to begin in 2003 and the new pontoons will be floated into place in spring 2006.

What has WSDOT done to involve the public?

During a year long process that involved Olympic and Kitsap Peninsula community members, agencies and public officials a closure mitigation plan was developed. As part of this closure mitigation plan several transportation alternatives will be available. To date three newsletters have been developed to inform the public of project progress.

Government-to-Government Tribal Consultation Process

Two members from the Port Gamble S'Klallam Tribe are participating on the Hood Canal Bridge traffic mitigation committees: The tribe is represented on both the Hood Canal Bridge Advisory Committee and the Hood Canal Bridge Stakeholders Committees, as transportation options are being explored for the 6 to 8 week bridge closure that will take place in spring 2006. A presentation was given to the Makah Tribe regarding building of the bridge, as the tribe has interest in constructing a graving yard for building of the pontoons. In addition,

ongoing tribal consultations are included as part of the environmental process.

What is being done to address environmental issues?

An environmental assessment (EA) is being prepared to document and analyze environmental impacts that may occur as part of the East-Half Hood Canal Bridge Replacement project. Appropriate mitigation measures will be included in the proposal. Since the east half of the bridge will occupy essentially the same area as the existing half, the project is not expected to have significant impacts. If, however, the Department and Federal Highway Administration find that there significant impacts, the environmental assessment would progress to a full environmental impact statement (EIS) process and further study would be done to examine alternatives that might avoid impacts. In either EA or EIS process, public review and comment on the environmental document will be included.

Financial Information

The Hood Canal Bridge East Half Replacement project is fully funded for all phases. On going work in the 2001-03 biennium includes bridge design and traffic mitigation efforts. Construction is scheduled to begin in the summer of 2003.

Expenditure Plan

	Prior Expenditures	Remaining Costs	Total
State Funds & Federal Funds	\$3,859,000	\$199,941,000	\$203,800,000

Financial data is current as of 9/1/01.
* (Federal bridge replacement funds.)

How can I get more information?

For detailed information about this project contact:

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Hood Canal WSDOT

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